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Mod IV from [] and the emergence of Mod III as a superseding rather than a backup design which now eliminates the Mod V narrow axial disc worth 165 lbs. saving, it is recommended that the Mod IV turbine seriously be considered in addition to the now implemented Mod III. Based on development alone (excluding parts and retrofit) the effective 100 lbs. saving of Mod IV breaks down to []

4. An estimated weight reduction of 90 lbs. appears feasible by replacing steel second and third stage compressor parts with titanium. Development by engine testing will require according to Pratt & Whitney 6 engine sets of parts at a cost of [] With these 6 sets, Pratt & Whitney estimates flight clearance by June 1963. At this point in time present scheduling dictates AA engines delivered indicating retrofit back into the 30 CMCART engines. Total cost therefore must reflect retrofit as well as parts and development. Based on development alone, the 90 lbs. saving if realized breaks down to [] Recommended serious and timely consideration in view of long standing emphasis on vehicle performance.

SIGNED

[]
Development Branch
OPD

Attachments:
As stated

Distribution:
120-C/DB/DPD
3-SA/TA/DPD
145-DB/DPD
6-CONTR/DPD
7-RI/DPD
8-DB/DPD

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